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ALMOST ALL TRUCK PARTS
NOW PRODUCED DOMESTICALLY

In the middle of 1949, Yugoslav factories were producing three fourths of all the parts needed for trucks, while at present these factories are producing all parts with only a few exceptions. All types of high-grade steel for the automobile industry are being produced by the steel mills in Jesenice and Gostanaj. The aluminum factory in Lozovac produces all the necessary aluminum alloys, especially silumin; the "Impol" Factory produces bronze alloys and thin copper sheets for radiators; the "Iskra," "Rade Koncar," "Novkabel," "Metalhakit," and "Munija" enterprises produce all the necessary electrical equipment and installation material. The Industrija Precizne Mehanike (Precision Mechanics Factory) in Belgrade produces gasoline pumps and lubricating instruments.

The "Sava" Factory in Kranj produces tires and inner tubes; the "Donit" Factory in Domzale produces gaskets; and the steel mill in Gustanj mastered the production of forged crank shafts several months ago. These shafts will be produced in the forging shop of the automobile factory in Maribor during 1951. The new forging shop is completed, but machinery has not been installed as yet. The forging shop will be equipped with various hydraulic presses and hammers and a huge hydraulic shaping hammer which will strike with a force of 20,000 metric tons. This hammer weighs 180,000 kilograms.

The ball bearings for the Yugoslav-made trucks are being supplied by the factory in Belgrade. The latest type of truck produced by the automobile factory in Maribor is the Luka, which has the same capacity as the Prvenec, but is shorter. Its motor is installed directly over the front axle. This truck is faster than the Prvenec and its cooling system is improved. After three prototypes of the Luka are tested for 50,000 kilometers, serial production of this truck will begin.

A new shop has been added to the automobile factory this year. This shop specializes in overhauling entire trucks and in replacing worn parts. Along the railroad track there is a huge pool of American GMC trucks, which are being dismantled completely in the new shop. Worn parts are replaced, and the trucks are reassembled on the assembly line as if they were new vehicles. Much of the automobile factory's work now consists in overhauling these trucks.

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